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SUBJECT

## Portpoints and Trading Stations in the USSR

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THIS IS UNEVALUATED INFORMATION

1. In the USSR there is an official, legal formula for the conception of a seaport. "Arrangements are called seaports which are created on the shores of seas and oceans or at the mouths of rivers and are meant for the service of marine freight and passenger transportation."
2. By portpoints (usually abbreviated as "Portpunkty") is meant not only sea ports but also smaller places. A portpoint is equipped with one or two small sized berths. There is either a negligible amount or no loading equipment at all. The loading and unloading operations are carried out as a rule by means of boats. Despite the fact that the freight turnover of these portpoints is very insignificant, (in the general volume of freight in the USSR), they play an essential role in the economy of their district, especially if the district is connected with the economic centers of the country only by a sea route through the portpoints, and has no other means of communication (railroad, air or automobile). To be specific, such places as Amerma, Novyi port, Usm' port, Dudinka, Nordvik, Tiksi, Ambarchik, Okhotsk and Ayan do not have any other means of communication with the economic centers of the country.
3. The portpoints appear to be subordinated to the Ministry of the Merchant Fleet (MMF) and fit into the organization of this Ministry. The portpoints receive a plan for freight turnover from the MMF and report on plan fulfillment to the Ministry which enters the data in its account covering the fulfillment of the freight turnover plan for all the ports under its jurisdiction.
4. The majority of portpoints in the region - winning from the Kara Sea then moving eastward originally belonged to the Chief Administration of Sea Routes "Glavsevmorputi", but were later transferred to the control of the Ministry of the Merchant Fleet.
5. In 1952, the following portpoints were included in the make-up of the Chief Administration of the Northwest Fleet and the ports of the Ministry of the Sea Fleet:

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- (a) Pecheneg
- (b) Kandalaksha
- (c) Kola
- (d) Belomorsk
- (e) Onega
- (f) Molotovsk
- (g) Mezen'
- (h) Nar'yan Mar
- (i) Anderna
- (j) Ust' Port
- (k) Dudinka

5. The Chief Administration of the Far East Fleet and the ports of the Ministry of the Sea Fleet had the following portpoints:

- (a) Kuril'sk
- (b) Okhotsk
- (c) Ayan
- (d) Ol'ga
- (e) Tetukhe
- (f) Grossevichi
- (g) Aleksandrovsk na Sakhaline
- (h) Petropavlovsk na Kamchatka

7. In 1952, the Chief Administration of the Northern Sea Routes controlled the following ports or, in the conception of the Ministry of the Sea Fleet, portpoints:

- (a) Novyi port
- (b) Dixon
- (c) Igarka
- (d) Norgvik
- (e) Tiksi
- (f) Ambarchik

8. There was no plan for an increase in portpoints in the structure of the Ministry of the Merchant Fleet within the next few years.

9. The activities of the portpoints of the Glavsevmorflot (Chief Directorate of the North-west Fleet) are usually tied in with the activities of the Murmansk State Maritime Steamship Line and the Northern State Maritime Steamship Line.

10. The activities of the portpoints of the Glavdal'flot (Chief Administration of the Far East Fleet) are usually connected with the activities of the Far Eastern, the Sakhalin and the Kamchatka-Chukotka Steamship Lines.

11. Trading stations do not enter into the structure of the Ministry of the Merchant Fleet since they are not subordinated to it in operations nor in administrative relations. The trading stations appear to come under the authority of other Ministries and organizations. For example, a basic group of trading stations came under the authority of the united "Gosplan" (Far Union). A group of trading stations is located in the regions of the Far ASSR, Nenets national district, and the Yamalo-Nenets national district. The majority of large trading stations was located on the continent, far from the sea coast (about 75-80% of the total).

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The trading stations, in the expression of the government "must become the centers of culture and of the supply of nationalities populating the regions of the extreme north". As a practical matter this is not so.

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Trading stations were organized in the following manner: the trade base was organized in the districts of the richest furs, very frequently in a place where a factory had existed before the October Revolution. This base was intended for the collection of furs in the midst of the nationality places (Nenetz, Chukchee, Koryak, etc) and was supplied with various necessities: weapons, ammunition, objects for household use, food, etc. Here, in exchange for the fur, the local population was supplied with the various items at rates set by government. The trading station managers in a most impudent manner deceive the ignorant segments of the local population and profit for themselves by fraud. Yet Soviet propaganda falsely states that the national minorities of the extreme north began a new culture and a prosperous life under the Soviet regime. Along the same lines the majority of these people now continue to be semi-barbarian, leading a beggarly existence. However, in a number of points, where it is possible to obtain foodstuffs and other necessities, these trading stations attract the local population. Gradually, around the trading stations population points are formed consisting on the whole of the local inhabitants of a national minority, and also of those Party, Soviet and special workers (doctors, teachers, investigators) who are sent there. The trading station provisions and the tie with the economy of the center of the country are realized through the portpoints of the MMF and the ports, "Glavsevmorputi", located on the sea coast. Upon arrival ship loads are distributed to the trading stations and are directed to them by local means of transportation (dogs, deer, and in some places automobiles). It is necessary to show that 10-15 trading stations are located along the shores of the sea, and ships can reach the following:

- (a) Krestovaya Guba - na Novoy Zemlye
- (b) Belush'ya Guba - on Novaya Zemlya
- (c) Krasino - on Novaya Zemlya
- (d) Rusanovo - on Novaya Zemlya
- (e) Pakhtusova - on Novaya Zemlya
- (f) Kara - on the mainland
- (g) Ust' Yuribey on the mainland
- (h) Drovyanaya - on the mainland
- (i) Yambur - on the mainland
- (j) Yezoko - on the mainland

13.

Ships come into the trading stations very irregularly, usually once a year, but sometimes once in two years, depending on meteorological conditions. The ships of the Ministry of the Merchant Fleet come to the trading stations in order to load and unload cargo. However, there is no representative of the Ministry of the Merchant Fleet at the trading stations.

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